

HORRORS OF THE STEERAGE

REPORT OF THE U. S. IMMIGRATION COMMISSION.

Unsanitary Conditions of Old Time Steerage—Sweeping the Only Cleaning Done—Floors Reeking With Foul Odors—Experience of a Woman Inspector.

WASHINGTON, Dec. 13.—The second installment of the report of the Immigration Commission submitted to the Senate and the House of Representatives to-day was almost as severe in its arraignment of conditions in the steerage of the great transatlantic vessels as was the first chapter denouncing the white slave trade. "Attempted outrage" on immigrant women and girls by the stewards and other employees of the steamship companies, unclean and unsanitary conditions, scant and unpalatable food and wretched and repeated insults are mentioned by the women special agents of the Immigration Commission as the commonest occurrences.

A recommendation that a law be passed at once putting Government officers, men and women, on vessels carrying third class passengers, the expense to be borne by the steamship companies, is the most important suggestion made by the Immigration Commission in its report submitted to Congress to-day on abuses in the steerage. The commission also recommends the continued utilization of immigrant inspectors in disguise in the steerage in order to discover anti report abuses.

The commission makes three classifications of steerage on transatlantic vessels. The old time steerage, the new time and the vessels which have both.

"The old type steerage is the one whose horrors have been so often described," says the report. "It is unfortunately still found in a majority of the vessels bringing immigrants to the United States. It is still the common steerage in which hundreds of thousands of immigrants form their first conceptions of our country and are prepared to receive their first impressions of it. The universal human needs of space, air, food, sleep and privacy are recognized to the degree now made compulsory by law. Beyond that the persons carried are looked upon as so much freight, with mere transportation as their only due."

The Commissioners say that the report is based on information obtained by special agents of the Immigration Commission travelling as steerage passengers on twelve different transatlantic steamers and an observation of the steerage in two others as well as on ships of every conceivable line carrying immigrants from one United States port to another. Because the investigation was carried on during the year 1908, when owing to the existing industrial depression immigration was very light, the steerage was seen practically at its best. Overcrowding, with all its concomitant evils, was absent. What the steerage is when travel is heavy and all compartments are filled to their entire capacity can readily be deduced from what was actually found.

The report is unflinching in its condemnation of the unsanitary conditions in the old time steerage. Blankets provided for passengers are inadequate in size, there is insufficient air space, no hooks on which to hang clothing and no receptacles for cooking utensils.

"Sweeping is the only form of cleaning done," says the report. "Sometimes the process is repeated several times a day. This is particularly true when the list is the heaviest of food sold to the passengers by the steward for his own profit. No sick ones are furnished and not even large receptacles for waste. The floors when iron are continually damp, and when of wood they reek with foul odor because they are not washed."

The food is condemned as insufficient and lacking in nutrition. The report says:

Considering this old type steerage as a whole, it is a condition so noxious, so injurious to health and morals, that there is nothing on land to equal it. That people live in it only temporarily is no justification of its existence. The experience of a single crossing is enough to change bad habits of living to good. It is abundant opportunity to weaken the body and implant there germs of disease to develop later. It is more than a physical and moral strain, it is a strain, and surely it is not the introduction to America which the immigrants will tend to make them respected. The common plea that better accommodations cannot be maintained because they would be beyond the appreciation of the emigrant and because they would leave a small margin of profit carry no weight in view of the fact that the desired kind of steerage already exists on some of the lines and is not conducted as either a philanthropy or a charity.

One of the exhibits submitted to Congress by the commission is the personal experience of a woman agent of the commission, made during a twelve day voyage in the steerage. This agent charges that the alleged vaccination and eye inspection at the port of embarkation were sham and that no baths were provided for women passengers in the steerage except those auxiliary to the hospital. She added:

If the steerage passengers act like cattle at meals it is undoubtedly because they are treated as such. The stewards complain that they crowd like swine, but unless each passenger seizes his plate when the bell announcing the meal rings and hurries for his share he is very likely to be left without food. No time is wasted in the serving. The waiting, wishing to see if it were possible for a woman to rise and leave without the presence of men onlookers, I watched and waited my chance. There was none until the breakfast bell rang, when all rushed off to the meal. I arose, dressed quickly and hurried to the washroom. When I went for my breakfast it was no longer being served.

Charging that men employees of the steamship companies annoyed and insulted women passengers in the steerage, the following experience was stated:

Not one young woman in the steerage escaped attack. The writer herself was no exception. A hard, unexpected blow in the offender's face in the presence of a large crowd of men, an evident acquaintance with the stewards, doctor and other officers, general experience and manner were all required to ward off further attacks. None few of the women, perhaps, did not resist their attentions so disgraceful; some resisted them for a time, then weakened some fought with all their physical strength, which naturally was powerless against a man's. Others were continually feeling in danger. Two more refined and very determined Polish girls, when weakened with pins and teeth, but even they weakened under this continued warfare and needed some moral support about the ninth day of the voyage. The atmosphere was one of general lawlessness and total disrespect for women. It naturally demoralized the women themselves after a time. There was no one to whom they might appeal. Besides, most of them did not know the official language of the steamer, nor were they experienced enough to know they were entitled to protection.

The interpreter, who could and should be a friend of the immigrants, passed through the steerage but twice a day. He positively discouraged every approach. He purposely tried on several occasions to tell

advice and information from him, but always failed. His usual answer was "How in the devil do I know?" The chief steerage steward, by his own familiarity with the women, made himself impossible as their protector. Once when a man passenger was annoying two Lithuanian girls I undertook to rescue them. The man poured forth a volley of oaths at me in English.

The report of the agent on conditions at Ellis Island and on the Hudson River boats says:

At Ellis Island the inspection by the doctors and the officers of the immigration service was quickly completed. The work here has been reduced to a smooth system and the officers are all kind, considerate and humane until one has passed the boundary of their immediate jurisdiction. After getting my railroad ticket I was approached by an agent of the telegraph company. The ordinary immigrant would not have disturbed him from the immigration officials. "Show your address," he commanded. "What's your name?" and before I knew what it was all about, "Thirty cents for the telegram." And so he caught them, except those who had been there before and refused to be caught again. Later I learned the usefulness of these telegrams. It said: "Meet me at Union Station," but mentioned no trains. My friends spent a night at the station and then didn't meet me. The other telegrams are about as effective.

Further on in the room, where the immigrants are sorted according to the railroad by which they are to continue their journey, they are considered prey. A rougher man pushed me to the pen into which I belonged. A commissary clerk met me, led me to a spot where my baggage could be deposited, then to a man saying "Show your money." I was told to obey as a passenger passenger obeys these commands given at so many points of his journey, when I concluded that this was the attempt to compel me to buy a box of provisions for my journey. I was told to obey as a passenger passenger obeys these commands given at so many points of his journey, when I concluded that this was the attempt to compel me to buy a box of provisions for my journey. I was told to obey as a passenger passenger obeys these commands given at so many points of his journey, when I concluded that this was the attempt to compel me to buy a box of provisions for my journey.

The man continued shouting, thinking thus to force me into buying until he spied some one else entering. Then he dropped me and ran for the new victim. Immigrants who had been here before and refused to be forced to buy received volleys of oaths and curses. The immigrants are practically forced to buy these boxes, regardless of the length of their journey or their desires.

On a boat on the Hudson River the conditions are as follows:

Forward of the freight in the extreme bow of the boat is an open space. I saw immigrants lying on the floor, also on benches, and some were sleeping on coils of rope. In some cases using their own baggage for a bed.

Conditions on the other line from New York to Albany were found to be identical, though in neither case was there the excuse of crowding, as there was plenty of room for the passengers on the coastwise trade investigator reports:

There was no attempt to separate the men from the women, and going into the sleeping quarters found the women and men in all state of dress and undress (mostly the latter). Hot water bottles were used on deck, as it was too hot below.

Sunday, August 9, 1909, some man crept into the Polish woman's bunk and attempted an assault, but her cries drove him off. (This about midnight.) Monday night about the same time, presumably same man, now acknowledged to be some member of the crew (sailor)—this information I obtained by talking to some members of the crew (sailors)—attacked did succeed in assaulting the same woman. The captain started an investigation, but what came of it I was unable to learn, as the matter was hushed up.

Commenting on these things the commission says:

It is proper to say that this charge was taken up by the proper authorities but no further evidence could be obtained. The quarters of that particular boat were clean and well kept and the food fair. It is satisfactory to learn that on the steamers of the Panama Railway and Steamship Line, practically owned and operated by the United States Government, the conditions and discipline were found to be good, the only complaint being as to the food, which was said to be very poor quality and of very scanty allowance on one of the boats.

The general comment to make in relation to this class of transportation of the immigrants seems to be that it is left entirely to the companies. If the line is humane and progressive the immigrants are well treated. If it is not the immigrants suffer accordingly. In all probability the condition of the immigrants on ships could be made much better by the enforcement of existing statutes.

UNCLE JOE RESIGNS!

"I Am Not Crossing a Bridge," he says, "Until I Come to It."

WASHINGTON, Dec. 13.—Speaker Cannon made one of his characteristic comments this afternoon when newspaper men prodded him to the point of noting a newspaper statement that he would retire from the Speakership at the close of the present Congress.

"Laugh and the world laughs with you," said the Speaker. "Please take note that I am not weeping. A man may retire from the House, may resign from the Speakership; a man may resign from the House, a man may resign the Speakership; but I am not crossing a bridge before I come to it. I intend to stay until I write the story saying I would get out has a very vivid imagination."

Mr. Cannon as he said this, looked as if he would like to punch somebody's head. He declined to say anything further.

Hemenway Resigns as Member of Special Committee.

WASHINGTON, Dec. 13.—Ex-Senator James Hemenway of Indiana has resigned as a member of the special committee assisting the Appropriation Committee of the Senate in investigating public expenditures. He has received a salary of \$7,500 a year, the same as a Senator, since he retired from public life on March 4, 1909.

Thomas F. Littlepage, law partner of the ex-Senator and his former secretary, has also resigned as secretary of the special committee of which Mr. Hemenway was a member. Mr. Littlepage's salary was \$2,500 a year.

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LURTON FOR SUPREME BENCH

PRESIDENT SENDS THE NOMINATION TO THE SENATE.

No Opposition to Confirmation Is Expected, as the President Ascertained the Attitude of Senators of Both Parties Before Sending in the Nomination.

WASHINGTON, Dec. 13.—The nomination of Judge Horace H. Lurton of the Sixth United States Circuit Court to be an Associate Justice of the Supreme Court of the United States to fill the vacancy occasioned by the death of the late Rufus W. Peckham was sent to the Senate by President Taft to-day and will be confirmed unless new opposition appears. No such opposition is expected.

It is very well understood that the President withheld the nomination of Judge Lurton until this time in order to ascertain the attitude of Senators toward the selection. There have been many newspaper publications indicating that a fight would be made against the confirmation of the Tennessee jurist by reason of decisions alleged to have been favorable to corporations. No Senator's name has been identified with this so-called opposition and there is no reason to believe that Judge Lurton's nomination will be seriously contested if it is opposed at all. Mr. Taft made known to Democrats as well as to Republicans his desire to promote Judge Lurton to the Supreme Court bench. The President convinced himself that the nomination would be confirmed before he sent it to the Senate.

Members of the Judiciary Committee, some of whom had doubts as to the wisdom of appointing a Southern jurist to a man at the age of 65, will vote to report the nomination. It is known that there will be no opposition members of the committee who fought with the committee, who, like the rest of their party associates in the Senate, regard Judge Lurton as a good Democrat. The Tennessee Senators, Prater and Taylor, will champion the cause of Judge Lurton should a fight against confirmation develop. Both are Democrats.

There was no opposition to the nomination of Judge Lurton to the Supreme Court bench would give the Democrats a one-third representation in the court. Chief Justice Fuller and Justice White are Democrats. Justices Lurton and Justice White both served in the Confederate army. Prior to the appointment of Justice White the only other members of the Democratic party in the losing side in the civil war were Justices Jackson and Lamar, both of whom are dead.

Horace H. Lurton was born in Kentucky in 1844. He studied in the public schools of Kentucky and was graduated from the University of Louisville in 1867. He was educated as a lawyer, and throughout his life he has been known to his friends as a close and careful student in his profession.

After graduation Lurton practiced law in the courts of Tennessee. He was appointed Chancellor of the Sixth Division of Tennessee and served in this position until 1873.

Judge Lurton has never been extremely active in politics, but he may be said to be always reckoned as a reliable Democrat. He affiliated with the party in his early life and has never deserted it.

In the year 1893 he was appointed a Justice of the Supreme Court of Tennessee and served in this position until 1897.

Judge Lurton has served in this post continuously since 1893. President Taft made a Justice of the Supreme Court when he was called away to be Governor of the Philippines in 1898. He and Judge Lurton were close friends at that period.

Movements of Naval Vessels.

WASHINGTON, Dec. 13.—The tug Rocket has arrived at New York from the torpedo boat at Charleston, the collier Leonidas at Port Limon, the cruiser Prairie at Philadelphia, the cruiser Cristobal at Cristobal, the cruisers West Virginia and Pennsylvania at Hongkong and the collier Marcellus at Hampton Roads.

The tender Castine has sailed from Newport for New York, the supply ship Iris from San Pedro for San Francisco, the cruiser Tacoma from the Navy Yard at San Pedro for Bluefields, the torpedo boat Hull, Truxtun, Whipple, Paul Jones, Perry, Prohm, Hopkins, Goldsborough and Lawrence from San Diego for Mare Island and the collier Pompey from Guam for Cavite.

For Election of Senators by Popular Vote

WASHINGTON, Dec. 13.—The first joint resolution of the session, providing for a constitutional amendment authorizing the election of United States Senators by popular vote, was introduced in the Senate to-day by Senator Bristow of Kansas.

Army and Navy Orders.

WASHINGTON, Dec. 13.—These Army orders were issued to-day:

First Lieut. Morton E. Wood, Sixth Field Artillery, was promoted to the rank of captain, Fort Logan, to the regular.

These officers of the Medical Corps relieved from duty at stations named: First Lieut. Charles E. Doerr, from Company A, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company B, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company C, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company D, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company E, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company F, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company G, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company H, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company I, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company J, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company K, Hospital Corps, Fort A. B. Russell; First Lieut. 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Russell; First Lieut. Charles E. Doerr, from Company EK, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EL, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EM, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EN, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EO, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EP, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EQ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company ER, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company ES, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company ET, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EU, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EV, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EW, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EX, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EY, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company EZ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FA, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FB, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FC, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FD, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FE, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FF, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FG, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FH, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FI, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FJ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FK, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FL, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FM, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FN, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FO, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FP, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FQ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FR, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FS, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FT, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FU, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FV, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FW, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FX, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FY, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company FZ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GA, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GB, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GC, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GD, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GE, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GF, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GG, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GH, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GI, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GJ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GK, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GL, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GM, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GN, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GO, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GP, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GQ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GR, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GS, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GT, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GU, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GV, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GW, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GX, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GY, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company GZ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HA, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HB, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HC, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HD, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HE, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HF, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HG, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HH, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HI, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HJ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HK, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HL, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HM, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HN, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HO, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HP, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company HQ, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IA, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IB, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IC, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company ID, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IE, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IF, Hospital Corps, Fort A. B. Russell; First Lieut. Charles E. Doerr, from Company IG, Hospital Corps, Fort A. B